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CLASSIFICATION <del>SECRET-CONTROL/US OFFICIALS ONLY</del>		25X1A
COUNTRY	Soviet Zone of Germany	REPORT NO.
TOPIC	Welzow Airfield	
5X1X	EVALUATION	PLACE OBTAINED
25X1A	DATE OF CONTENT	31 July 1950
25X1A	DATE OBTAINED	DATE PREPARED
25X1A	REFERENCES	
PAGES	3	ENCLOSURES (NO. & TYPE) 1 - sketch on ditto
REMARKS	RETURN TO CIA LIBRARY	

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SOURCE

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1. Seven biplanes and thirty-six twin-engine bombers, of the same type as previously seen at the Cottbus (N 52/A 57) airfield, were standing on the eastern edge of the Welzow (N 52/A 44) airfield on 6 June 1950. (1) Eight twin-engine bombers with blue propeller hubs landed individually at the field at 9 a.m. A radio truck with an extended rod antenna, a fire truck, an ambulance and a truck were at the take-off point. There was no flying up to 11:30 a.m. except for the take-off of a northeast-bound twin-engine plane. [redacted] were seen at the field. (2)

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2. The landing field was sodded. There were no hangars. The old aircraft revetments in the northern, western and southern sections of the field were empty. The approaches around the field were guarded by sentries. There was no railroad connection. Some cantonment buildings were in the woods on the eastern edge of the field. A radio mast was supported by guy-wires on the roof of a cantonment building. Searchlights or AA gun emplacements were not seen.
3. The field was occupied by 34 twin-engine planes and 6 biplanes between 27 May and 17 June 1950. (1) The twin-engine planes had in-line engines, which extended almost as far as nose of fuselage, double rudder assemblies, fuselage protruding beyond the tail, cockpit in line with trailing edge of wings, machine gun protruding beyond rear section of cockpit, antenna leading from cockpit to tail unit, and two cannons in each wing.
4. A German employed with the unit said that meals were prepared daily for about 1,000 soldiers and about 200 officers, the latter taking their meals in a separate cantonment building. (3) The soldiers and junior sergeants wore black-bordered, light blue epaulets, most of them with crossed propeller insignia but some with radio operator insignia. A colonel was CO of the unit. Eighty percent of the soldiers wore decorations. The officers and E4 were between 20 and 25 years of age. Only some of the officers were billeted in private houses in Welzow, while the remaining troops were quartered in 17

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cantonment buildings at the field. The unit arrived from the Finsterwalde (N 52/A 15) airfield in early April 1950 because of expansion work being done there. (4) The higher headquarters of the unit was stationed in Finsterwalde (5) High-ranking officers came from there every two weeks for inspections. Food was also supplied from Finsterwalde. It was deduced from markings on tank cars that aircraft fuel came from the Leuna or Brauns plants. (6)

5. There was no large-scale flying activity between 27 May and 17 June 1950. A twin-engine plane took off every day about 11 a.m., headed in the direction of Cottbus and sometimes did not return until the following morning. The weather was fair between 10:30 p.m. and 1 a.m. at the night of 14 June 1950 and two-seat biplanes made local flights. The crew was changed after each landing. A searchlight was in operation during the landings. The runway was marked by red lamps. The planes were refueled from tank trucks which hauled the fuel from railroad tank cars at the Welzow railroad station. (7)
6. From 120 to 130 soldiers wearing black-bordered, blue epaulets and radio insignia passed the field guard on 10 June 1950. They were escorted to the swimming pool by a sergeant. The EM were restricted to quarters. A patrol of two officers, one junior sergeant and an air force driver, all wearing red arm bands, patrolled the area in a jeep.

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1 Annex: sketch.

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